


A HEAD WITHOUT A BRAIN IS NO GOOD, AND MILK WITHOUT CREAM IS WORSE.

THEIR
BUY
MILKMAID
Brand Condensed
MILK.



TRADE MARK.

Hongkong Daily Press.

ESTABLISHED 1857

BOVRIL

Tickles the Palate



No. 16,579. 號九十七百五千六萬壹第 日九十月五年三就宣 HONGKONG, FRIDAY, JUNE 16TH, 1911. 五拜禮 號六十月六年一十百九千一英港香 PRICE \$3 PER MONTH.

INTIMATIONS

THE
"MOUTRIE"

COMBINED
PLAYER-PIANO

Perfect in every detail

PRICE \$800.

CASH
OR
EASY PAYMENTS.

S. MOUTRIE & CO., LIMITED.

CHINA MUTUAL LIFE
INSURANCE CO., LD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

J. A. WATTE, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies' Acts, England.

Insurance in Force ... \$37,855,885.00
Assets ... 8,415,250.00
Income for Year ... 3,566,559.00
Total Security to Policyholders 8,216,813.00

LEFFERTS KNOX, Esq., Hongkong, Canton, and the Philippines.
H. W. TAPE, Esq., District Secretary.
Alexandra Building.

C. LAWDER, Esq., Inspector Hongkong.

Advisory Board Hongkong.
SIR PAUL CHATER, Kt., C.M.G.
T. F. HOUGH, Esq.
C. J. LAURENT, Esq.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net
In Bags 250 lbs. net

SHEWAN TOMES & CO., General Managers.

Hongkong, 29th April, 1908.

DAVID COESAR & SON'S

MERCHANT NAVY
NAVY BOILED
LONG PLANK
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO
Sole Agents.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WORK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9.00 p.m. 9.45 to 11.15 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong 16th June, 1911

THE
"CORONATION" WINE
POMMERY and GRENOL.

IN MAGNUMS, QUARTS AND PINTS.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

MITSUBISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers and Electrical Engineers.
Manufacturers of Centrifugal Condensers, Stone's Manganese Bronze, and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI.—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	25 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1. Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE.—Telegraphic Address: "WADADOCK" KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	450 Feet.	580 Feet.
" Breadth "	56 "	66 "
" Draft "	22 "	26 "

The Salvage Steamer "ARIMA-MARU" pumping capacity per hour 2,000 tons.
The Floating Sleepers, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

WO HING & CO.,

No. 17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS OF
HIGH-CLASS
SWATOW DRAWN WORK.

LATEST FASHIONS OF
CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.
CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.

Hongkong, 12th April, 1911.

LANE, CRAWFORD & CO.

ARE NOW SHOWING NEW AND ARTISTIC DESIGNS IN
SELECTED TEAK FURNITURE.

SIDEBOARDS, DINNER WAGGONS, EXTENSION DINING TABLES, DINING CHAIRS, BEDROOM SUITES, WARDROBES, HALL STANDS, HALL CHAIRS, FANCY WRITING TABLES, FOLDING CARD TABLES, SHAVING STANDS, BOOKSHELVES, ETC., ETC.

HIGH-CLASS WORKMANSHIP.

INSPECTION INVITED.

LANE, CRAWFORD & CO.

BREWER & CO., LTD.,

BOOKSELLERS, PRINTERS & STATIONERS.

PEDDER ST., Next to HONGKONG HOTEL. TELEPHONE No. 696.

NEW BOOKS & NOVELS EVERY MAIL.

The Diseases of China, Formosa and Korea, with Coloured Plates and 350 Illustrations, by W. Hamilton Jefferys, A.M., M.D., and James L. Maxwell, M.D. ...	\$9.00
The Art of Aviation, R. W. A. Brewer, with Numerous Illustrations and Dimensioned Drawings ...	2.75
Sakontala, or The Lost Ring, an Indian Drama, Translated by Sir M. Monier Williams from the Sanskrit of Kalidasa ...	2.00
The Unicorn ...	2.00
Old Chinese Porcelain and Works of Art in China, by A. W. Bahr ...	—
Barbarous Mexico, by John Kenneth Turner ...	6.50
The Pound of Flesh, by Burford Delany ...	1.75
The Pinfold, by J. S. Fletcher ...	1.75
Unhappy Tales, by F. Marion Crawford ...	1.75
Mother and Son, by L. T. Meade ...	1.75
Joan of the Tower, by Warwick Deeping ...	1.75
The Happy Vanney, by Kible Howard ...	1.75
The Fire, by Ambrose Pratt ...	1.75
A Rogue in Ambush, by Headon Hill ...	1.75

WEISMANN, LTD.

BAKERS.
CONFECTIONERS.
CATERERS.
RESTAURANTEURS.

14, DES VŒUX ROAD, CENTRAL.

CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday excepted).
CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.
Sundays at 9 A.M. and 1 P.M.
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.
Sundays at 7.30 A.M. and 5 P.M.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 4.30 P.M.
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The departure of the Night Steamer to Canton on Coronation Days, 22nd and 23rd inst., will be at 11.30 P.M. instead of the usual time.
The above sailings are subject to change.
Booking Office Open Daily (Sunday excepted), 9 A.M. to 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, Opposite Hongkong Hotel.

ENGLISH ENAMEL

Highest Class Quality for inside and outside use.

REGISTERED TRADE NAME:—"FALCONITE"

USED BY GOVERNMENT DEPARTMENTS, LEADING DECORATORS, HOUSE PAINTERS, SHIP BUILDERS, ETC., THROUGHOUT THE WORLD.

Manufactured only by
WILKINSON, HEYWOOD & CLARK, LD.
(Established 1796) LONDON AND LIVERPOOL.

Enquiries for all kinds of
VARNISHES, PAINTS, ENAMELS, DISTEMPERS, ETC., SOLICITED.
STOCKS IN HONGKONG AND SHANGHAI.

For full particulars, apply to—
WILKINSON, HEYWOOD & CLARK, LTD.,
ALEXANDRA BUILDINGS, HONGKONG.
W. D. GRAHAM,
GENERAL MANAGER IN THE EAST.

LONG HING & CO.,

PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

PHOTO GOODS of every description, EASTMAN KODAKS and CARBINE CAMERAS, &c.
FRESH KODAK FILMS IN STOCK.
DEVELOPING AND PRINTING A SPECIALITY.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 375, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, hoisting derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—106 buildings, principally of brick and steel, 353 entrances. 13 buildings are private bonded warehouses. Floor area 75,343 square yards, or 15.15 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

YOU

Can always get the best quality

LOCAL
BEEF AND MUTTON
and
AUSTRALIAN
FROZEN MUTTON,
LAMB, RABBITS, HARES.

From
THE DAIRY FARM CO., LTD.
Dairies Dept.
Price list on application.

NEW CARTRIDGES.

By popular English Manufacturers. In all Bares and Sizes.

SMOKELESS POWDERS and CHILLI SHOTS. From No. 10 to S&S&G. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 25th October, 1905.

HONGKONG HOTEL

FINEST HOTEL IN THE FAR EAST.

Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and Lavatory attached.
Perfect Sanitation.

The new Lounge will shortly be Completed.
A la Carte Restaurant and Grill Room Open 1st October.

J. H. TAGGART, Manager

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905.

GRAND HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light, Throughout and Fans, Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Time and Dinner. Special Rates for married families on application to

FREDERICK REICHMANN, Proprietor
(late Manager of J. H. LYONS' (Trocadero) leading Cafeterias in London, and GRAND ORIENTAL HOTEL, Colombo).
Telephone No. 197.
TELEGRAPHIC ADDRESS "COMFORT," Hongkong.
Hongkong, 1st September, 1910.

"BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.
Telephone No. 520.
Apply to—Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907.

VICTORIA HOTEL

SHAMEN—CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRAND. Both Hotels electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given to Tourists.

REASONABLE RATES.
WM. FARMER Proprietor.

DR. M. H. CHAUN.

DENTAL SURGEON.

33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.
Telephone 125.
Hongkong, 27th January, 1910.

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st September, 1905.

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER
ALE,STONE
GINGER BEER,PYERIS-Sparkling
Mineral Table Water.

A. S. WATSON & CO.

LIMITED,

HONGKONG.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telephone Address: FRANK
JONES: A.B.C. 5th Ed. Edition.
P. O. Box, 34. Telephone No. 12.

ACKNOWLEDGEMENT.

Mr. C. E. HANCOCK, Mr. J. H. H. HANCOCK, and Miss HANCOCK, return thanks for the many kind expressions of sympathy from friends, in their recent bereavement.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JUNE 16TH, 1911.

By order of the Inspector-General of the Maritime Customs of China a special report on the Soya Bean Trade of Manchuria has just been published as one of the "Special Series" of reports issued from time to time by the Customs Department. The Statistical Secretary in his Report on the Foreign Trade of China for 1909 referred to the soya bean as having taken at a bound a position equal to that of tea in the list of exports, and, with the addition of bean cake, even challenging the position of silk at the top of the list. This circumstance has called for some inquiry into the history and present position of the trade, and the task of supplying that want has been undertaken by Mr. NORMAN SHAW, who has written a very lengthy report in which he supplies some particulars of the bean considered agriculturally, states its uses in consumption, and gives the history of the commercial dealings in the article for the last fifty years. It will probably be a surprise to many readers to learn that the cultivation of the bean has so long a history, but Mr. SHAW tells us in his Report that the date of the introduction of the bean into Manchuria is so remote

that it cannot be traced; "the probability is that it came North from the central provinces of China many centuries ago." Mr. SHAW deals in his Report with the many varieties of the bean, the plant, the soil and climate, cultivation, soil infestation, yield, the uses of the bean, both in the Far East and in Europe, the bean oil and cake industry in Manchuria, the development of the trade, and the beginnings of the European trade. In the Appendix to the Report there are statistical tables showing the production and export, while there are illustrations, some of them in colours, showing the varieties of beans and the ancient and modern machinery for crushing. In the course of the Report it is mentioned that when the first British Consul at Newchwang, Mr. MEADOWS, took up his residence there in 1861, he found the bean trade an ancient and flourishing institution. Yingtau—the new Newchwang—had been since 1835 a growing port of shipment for the great coastal trade in beans and beancake on which Manchuria's prosperity has always depended. River junks capable of carrying 40 tons of grain and drawing four feet, brought the beans down the Liao and loaded them into the great sea-going junks, which, with cargoes of 100 tons or more, set sail for the coast ports of the southern provinces. The sugar plantations in these sub-tropical regions had for centuries drawn upon the northern beancake for fertilising and beans were needed also for the southern mills, where their oil was extracted and used as a substitute for ground-nut oil. Mr. SHAW mentions that the earliest available returns for Swatow—those for 1860—show that 379,009 piculs of bean-cake, valued at \$788,762, and 61,154 piculs of beans valued at \$107,235 were imported. By 1864, when the first port tables for Swatow were published, the import of beancake had increased to slightly over a million piculs, of which half came from Newchwang, nearly half from Chefoo, and a small amount from the Yangtze ports. It was not until 1903 that any idea of extending this trade to Europe manifested itself. In November of that year Messrs. Messer & Co. made a trial shipment to England with results so satisfactory that during the season 400,000 tons were exported, almost all to England. Messrs. Lazen Bros. of Port Sunlight, were the first soap manufacturers to use bean oil on an extensive scale, and were followed shortly by others, so that the demand increased to such an extent that for the 1909-10 season, fifty steamers were chartered to load beans at Dairen and Vladivostok, 300,000 tons, worth £2,000,000, being contracted for in December alone. Mr. SHAW considers it probable that this development will continue, though possibly not with such great strides. "The eager competition to secure beans in Europe shows no signs of slackening; and the North American continent appears to be about to enter the field as a consumer, for a large shipment of beancake has just been sent to Seattle, and there appears to be a very good opening for the product on the Pacific coast, where the heavy railway freights from the East have caused drymen and feeders to look round for a cheaper feed than that which comes across the Rockies. With freight from Dairen to Seattle at only (Gold) \$4 per ton a good market should be developed. Soya beans are being grown in British West Africa, and experimental planting is carried on in practically every British colony; but it seems doubtful whether such experiments can meet with success in competition with the Manchurian product, which is raised under ideal climatic conditions and by the cheapest possible labour. The general impression prevailing seems to be, therefore, that the bean trade has a good future before it; that the time of stress through which it is passing will not last much longer, and that business will settle down when once normal conditions have been restored."

Manila now has 526 motor cars running within its limits.

The Postal Department of Hongkong goes into the new offices on Saturday and Sunday.

The plague cases for the season now total 132. Seven fresh cases were reported yesterday. According to the latest Singapore papers the deaths from malaria there are averaging twenty per day.

Two men were brought before Mr. Wood at the Magistracy yesterday charged with detaining a boy. The boy was reported missing and was found in the house occupied by the two defendants. The case was adjourned.

We are informed that the winner of the Coronation Prize Poem Competition at Queen's College is Mr. H. L. O. Garrett. The runner-up, or in the language of the adjudicator, "proximo accessit," is Mr. B. James. We understand that both poems will be published in the forthcoming Coronation Number of the Yellow Dragon, and we await its appearance with some feeling of curiosity.

A fine of \$480 was yesterday imposed on a Chinese for being in possession of 40 tials of raw opium.

At the Magistracy yesterday two men were committed for trial on a charge of highway robbery.

The marriage of Mr. LAUREN, Commissioner of Customs, and Miss Bredon, daughter of Sir Robert and Lady Bredon, will, it is stated, take place in Peking about the middle of this month.

It was reported that at Washington, May 22, the number of Chinese who lost their lives when the Mexican insurgents captured Toluca after three days' fighting reached 225. The Chinese Ambassador entered a strong protest on behalf of his Government.

Three men arrested for complicity in an armed robbery at Gossau Street appeared before Mr. Hazeland at the Magistracy yesterday. The charge against two was withdrawn, but one was charged with being in possession of a sheath knife and attempting to use it for an unlawful purpose.

At the forthcoming Chinese manoeuvres an aerial fleet will participate. H. H. Prince Tsai has given instructions to the officers in charge of aircraft to perfect arrangements for the occasion, says the *Shun Kien Shih Pao*. According to this journal, the aircraft for the army are all of Chinese make.

A Hankow contemporary has a translation from a Chinese paper to the effect that the Viceroy of the Hukwang has discovered that, according to treaty, gunboats are only allowed to have a certain amount of ammunition on board, and has therefore ordered his assistants to examine every gunboat arriving at Hankow, and to confiscate all excess ammunition.

It is reported that 2,352,500 rounds of ammunition, captured during the war, is being exported from Japan to Abyssinia, via a Mediterranean port. According to the *Nagasaki Press*, the consignor is said to be a French merchant. The ammunition is said to have been stored at the Hakozaki military store, Hakozaki, with a view to being taken on board the N.Y.K.s. *Kawachi Maru*; it is packed in 15,750 cases. The insurance of the explosives from Hakozaki to Moji is said to have cost Yen 250,000, while a large sum will be needed to cover it for the rest of the journey.

An exemplary sentence was passed yesterday by Mr. Hazeland at the Magistracy on a man recently arrived in the Colony who was convicted of stealing a gold pick from a woman's hand in Morrison Street. The woman felt something touch her hair and on looking round saw the defendant putting the pick in his mouth. She called out "thief" and gave chase. Fortunately an Indian watchman came on the scene and captured the runaway. He was sent to prison for two months with hard labour, ordered to be exposed in the stocks for four hours, and to be privately whipped twice, each whipping to consist of 12 strokes. Afterwards he was to be banished for five years.

COLLISION IN THE HARBOUR.

FERRY LAUNCH SUNK: LIVES LOST.

Yesterday morning a collision took place between two Yumant ferry launches which ended in one boat being sunk and some seven or eight passengers drowned. As these launches are usually well filled, it was surmised when the accident was first reported that the loss of life was considerable, and an estimate of one hundred was made. However, examination revealed that the death toll was comparatively light for such a disaster.

It is difficult to obtain precise details as to how the accident happened, but the particulars which may be regarded as accurate are given. The launch *Wa Ying* and the launch *Wa Hung* were ordered after ten o'clock on the north corner of the Yumant reclamation. One was entering and the other was leaving the approach to the wharf. Both were on the port tack. Both sounded one blast on the steam whistle and then struck. The *Wa Hung* caught the other on the port side near the funnel and the latter sank almost immediately. Confusion prevailed, but apparently the men on the *Wa Hung* did their best to save those who were thrown into the water, while the police from Yumant Station were speedily on the scene. Other launches from the Harbour Office and Imports Department and the Police sped swiftly to the spot and rendered what assistance they could.

So far as can be ascertained seven or eight people are missing. One man, with a gash on his head, is believed to have been killed by the force of the impact. None of the other bodies have been recovered yet.

The launch *Wa Hung*, which is now lying at the police buoy, shows that she has sustained some damage to her bow just above the water line. Both launches are being detained in custody pending inquiries.

OPENING OF ST. ANDREW'S CHURCH ORGAN, KOWLOON.

A feature of Coronation Week will be the service of the dedication of the windows and opening of the new organ of the Kowloon Church. This service will be held on Saturday, June 24th, at 4.30 p.m. The organ, representing the Nativity and Resurrection are the gift of Sir Paul Chater, C.M.G., and the dedication will be performed by the Bishop of Victoria. The organ by Messrs. J. W. Walker & Son, London, was provided by donation last year and will be opened by Mr. E. J. Chapman. There remain to be met a few more expenses connected with the organ and it is hoped that these will be fully met at the opening service.

TELEGRAMS.

[Protected by the Telegraph Messages Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE KWANGTUNG RAILWAYS.

PEKING, June 15th.

In consequence of the growing opposition in Canton to the Government's railway nationalisation policy, it is expected that Tuan Fang's departure will be deferred until some satisfactory method of dealing with the situation in Kwangtung has been devised.

[FROM THE "CHUNG NGAI SAN PO."]

THE VICEROY'S SUGGESTION.

PEKING, June 15th.

The Viceroy of Canton has wired to the Throne advising that if the Government insist upon taking over the railways, the shareholders should be refunded the money they have invested.

H. E. LIANG.

PEKING, June 15th.

Liang Tun Yin, the newly-appointed President of the Board of Foreign Affairs, has wired to the Throne from America stating that he will return to China next month.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

INTERNATIONAL SEAMEN'S STRIKE.

THE STRIKE COMMENCING.

LONDON, June 15th.

The Union-Castle, and Royal Mail crew at Southampton are demanding increased wages before signing on. Six hundred Liverpool men have refused to sign on.

The signal for a general strike has not yet been given.

It is stated that 150,000 men will be affected.

The shipowners at Liverpool have consented to receive a deputation from the men to discuss the wages question.

LATER.

The seamen's strike was proclaimed in many British ports yesterday evening.

Mr. Havelock Wilson, M.P., says it will be confined to the United Kingdom, Belgium and Holland.

It is expected that some days will elapse before the strike is at its maximum, as the men have been ordered not to break outstanding engagements.

OPIUM SUPPRESSION IN CHINA.

SIR ALEXANDER HOSIE'S REPORT.

LONDON, June 15th.

The Foreign Office publishes reports by Sir Alexander Hosie, British Commercial Attaché, who is on a tour of inspection in the opium growing districts of China, regarding his recent investigations into the cultivation of the poppy. He is satisfied that it has been suppressed in Szechuan and reduced by 75 per cent. in Yunnan.

TURKEY AND ALBANIA.

LONDON, June 15th.

A message from Constantinople states that an official communiqué grants ten days to the insurgent leader, Malissoris, of Albania, to submit and surrender his arms.

An amnesty will be granted if he obeys, and the Sultan will grant ten thousand pounds for the Turkish Exchequer to reconstruct houses destroyed in the military operations.

CORONATION CONGRATULATIONS.

THE COLONY'S LOYAL ADDRESS TO THE KING.

A meeting of the Executive and Legislative Councils, and of the Judges of the Colony, was held in the Council Chamber yesterday afternoon. There were present:

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DRAUTY LUGARD, K.C.M.G., C.B., D.S.O.

HIS EXCELLENCY MAJOR-GENERAL C. A. ANDERSON, C.B. (General Officer Commanding the Troops).

HIS HONOUR SIR FRANCIS T. PIGOTT (Chief Justice).

Hon. Mr. W. D. BARNES (Colonial Secretary).

Hon. Mr. C. G. ALABASTER (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Dr. J. M. ATKINSON (Principal Civil Medical Officer).

Hon. Mr. E. A. HEWITT.

HIS HONOUR MR. H. H. J. GOMPERTZ (Puisne Judge).

Hon. Mr. A. W. BREWIN (Registrar-General).

Hon. Captain F. W. LYONS (Captain-Superintendent of Police).

Hon. Mr. Ho KAI, M.B., C.M.G.

Hon. Mr. Wei YUK, C.M.G.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. C. MONTAGUE FDE.

Hon. Mr. C. H. ROSS.

Mr. C. CLEMENTI (Clerk of Councils).

HIS EXCELLENCY—Gentlemen, the Executive and Legislative Councils assemble this afternoon in order to approve of the draft Address which we propose to send on the date of the Coronation of Their Majesties as the loyal address of this Colony. The resolution we propose reads as follows:

"The Executive and Legislative Councils of Hongkong, and the Judges of Hongkong, on behalf of Your Majesty's subjects in the Colony, beg most humbly to offer their loyal and respectful congratulations to you on the occasion of the Coronation of Your Majesty as King and Emperor, and of Her Majesty Queen Mary. We pray that the event which is celebrated to-day may inaugurate a long and glorious reign for Your Majesties and an era of happiness, prosperity and honourable peace for Your Majesty's Kingdom and Empire."

That gentlemen, is, roughly speaking, in the same terms as the telegram which was sent to His Majesty King Edward the Seventh on his Coronation. I move the resolution standing in my name that this Address should be sent by telegraph on the 22nd June next. (Applause.)

THE COLONIAL SECRETARY—I beg to second the resolution.

Hon. Mr. HEWITT—Your Excellency, on behalf of my unofficial colleagues and the British section of the community, I have the honour to support the resolution just proposed by your Excellency. In doing so I am assured we are not only all sincerely and loyally agree with the telegram it is now proposed to despatch to His Majesty on the occasion of his Coronation, but we also fully endorse your Excellency's wish in moving the resolution. To us, members of one of the most distant outposts of the British Empire, the personality of His Majesty must have an especial attraction. A capable naval officer, having such an intimate knowledge of the needs of his overseas possessions, His Majesty to the full realises the importance of his great estate. From year to year we see the bonds which bind the scattered sections of our Empire tightening and strengthening. His Majesty himself has done much to bring about this happy condition of affairs. There are some of us here to-day who remember seeing His Majesty in the Far East when on his first long voyage. Since then he has visited all the great and many of the smaller dependencies of his realm; while shortly, for the first time in history, a reigning sovereign in his character of Emperor of India will present himself to his loyal subjects in that part of his Empire. We are sure from the great interest His Majesty has always shown in his overseas territories, and the sympathy he has invariably displayed in their welfare, that the links between us will be made yet stronger during his reign. His Majesty has entered into a goodly heritage, and we trust and pray that many long and happy years of glorious peace lie before His Majesty and his Royal Consort. (Applause.)

Hon. Dr. Ho KAI—Sir, On behalf of my unofficial colleagues on the Legislative Council, and the various communities whom we represent, I beg most respectfully to support the resolution which has just been proposed by your Excellency. His Majesty's subjects of all races resident in this Colony yield to none in their unwavering loyalty and devotion to the British Crown, and though thousands of miles separate this little island of ours from the United Kingdom, the immense distance serves but to intensify our great reverence and affectionate attachment to our Most Gracious Sovereign the King. In common with many of our brethren and fellow-subjects throughout the length and breadth of the empire, we are looking forward with intense happiness and delight to the auspicious day when His Majesty will assume the full state and dignity of the crown. We are glad to have the opportunity of meeting here to-day to express our loyal sentiments and united congratulations to Their Majesties the King and Queen on the joyous occasion of their Coronation, and we are gratified that the different communities in this Colony, including the large

and important Chinese community, who participate fully in our sentiments, are joining most heartily in all our rejoicings and in wishing Their Majesties along, happy and glorious reign. His Honour the CHIEF JUSTICE—Your Excellency—On behalf of His Majesty's Judges I have to thank your Excellency for giving us this opportunity of joining with the Councils of this Colony in presenting this loyal address to His Majesty.

HIS EXCELLENCY—Gentlemen, I move the resolution which stands in my name and which I have read to the Council. I shall have great pleasure in confirming by letter the telegram which is to be sent on the 22nd June, and in transmitting to His Majesty the loyal speeches which have been made by the senior unofficial member of the Executive Council, and the senior unofficial member of the Legislative Council. The words which have fallen from both of them I am sure will be endorsed most heartily and cordially by every member of this community. We all look forward with well based anticipation to the reign of His Majesty King George the Fifth being glorious in the annals of our country. There is no more loyal community. I am convinced, in the whole of the British Empire than this Colony of Hongkong. We are making every preparation to celebrate the glorious event of the Coronation fittingly in this Colony, and the celebrations which we propose to carry out on that day will not be merely outward manifestations, but will convey the heartfelt loyalty of all the sections of this community to the throne which unites the Empire in a common bond. (Applause.)

HIS EXCELLENCY then put the resolution, which was carried unanimously. Council then adjourned.

CORONATION CELEBRATIONS FUND.

Previously acknowledged	558,913.04
The Java China Japan Lifu	250
A. W. Van Andel	10
P. Stuybergen	10
G. H. Van Den Pol	10

THE CORONATION CELEBRATIONS AT SHANGHAI.

At Shanghai, we learn from the *N.C. Daily News*, arrangements are proceeding apace for the entertainment of the 250 sailors from the various war vessels on the occasion of the Coronation of Their Majesties. The management of the Palace Hotel, where the sailors are to be entertained to luncheon, dinner, and breakfast, have arranged a beautiful, designed menu card for the dinner, which should serve as an interesting souvenir of the occasion. The front-piece bears a striking photograph of King George, surrounded by a crown, and encircling it are the shamrock, rose, and thistle. At the sides of the picture are painted the Union Jack and the flag of Australia and South Africa, whilst immediately below is the royal coat of arms. The card is a very pretty picture. The card on the outside bears the following inscription:—Coronation of King George and Queen Mary. Shanghai, June 22, 1911. On the inside page, opposite the menu, are the words "God bless Their Majesties," whilst at the back there is printed:—Dinner to naval detachments taking part in the celebration of the Coronation at Shanghai. God Save the King.

THE LATE EMPRESS DOWAGER'S FORTUNE.

For some time past, rumours have been heard of the intention of the Imperial family in Peking to send abroad the private fortune of the late Empress Dowager T'ai Hsi, and it was even reported at one time that the money, or rather bullion (as the fortune is understood to consist chiefly of gold bars) had reached Shanghai, where it was awaiting transshipment to England.

From private information which reaches us from Peking, says the *N.C. Daily News*, there is reason to believe that the hoard has actually been dispatched to Europe. Since the death of the Empress Dowager, the treasure had been stored in the Palace under a strong guard of soldiers. A little time ago, we are told, earnest representations were made by certain influential Ministers to the Imperial Family of not only the danger but the absurdity of keeping so large a treasure in ill-fitted, instead of putting it where it could safely earn interest.

Various surmise agents were asked to quote rates for insuring the fortune on its long journey, but finally the Imperial Family decided to carry through the matter on its own account, and, our informant goes on to state, the fortune was shipped away piecemeal, a part of it being believed to have gone on board the cruiser *Seiki*, which is to represent the Chinese Navy at the Coronation Naval Review.

The late Empress' hoard, however, is not destined to remain in England, but is to be sent to a bank, it is reported, in Brussels. We give this story under all possible reserve. It is obviously one that can easily be contradicted, but we believe that the source of our information is good, and it is understood that the fortune was actually seen prior to its being sent away by certain foreigners in Peking.

The total amount of the fortune is estimated at between five and six millions sterling.

RAILWAY COACH BUILDING IN CHINA.

The Shanghai-Nanking Railway has just completed the first part of a large contract for the Tientsin-Peking Railway. In competition with the Hongkong Dock Company, the northern railway workshops at Tongshan, and several Shanghai firms, the company secured an order for nineteen coaches, ten third class, six second, and three first. The first consignment, consisting of four third class coaches, left Shanghai railway station yesterday afternoon for delivery fourteen days ahead of contract time. The coaches have been well built at the Company's Wessington shops under the direction of Mr. E. J. Dunsford, according to the Tientsin company's own design. The task superintended of the coaches—which are sixty feet long and ten feet broad—is built upon a steel underframe, running on Fox's best pressed steel bogies. They are fitted with automatic couplings, and Westinghouse brakes, with triple valves. Ample ventilation is secured by means of torpedo ventilators and double roofs, and the coaches are lighted by kerosene oil lamps. The seats are arranged in rows of six, with a central gangway, and accommodate ninety-six passengers. The style is quite plain, but the workmanship is excellent, and the new rolling stock should prove extremely serviceable.—*N.C. Daily News*.

CANTON BANK NOTES QUESTION

SERIOUS SITUATION.

Our Canton correspondent, writing on Wednesday, says:—

Everybody here is talking about the bank-note question, some particulars of which I reported in my letter of yesterday. In the afternoon of that day I sent a messenger into Ho Fan Street, where the Bank of Communications is situated, to see what was going on. He reported that the street was almost impassable owing to the crowds of people that were trying to gain admittance to the Bank. More than a hundred soldiers were on guard and the doors of the bank were kept closed and only opened at intervals to let in a few people at a time. Within the building only two shelves were at work and they were doing the counting as slowly as possible in order to gain time. Only sums of less than \$100 were paid to each person, and anyone who brought large bundles of notes were told to come again as there was no time to count out large sums. To-day I hear that the same state of affairs exists, and that the Tai Tsing Bank is following the same procedure. There are three kinds of Government notes issued here, namely, the Tai Tsing notes, those printed at the Mint, and those put into circulation by the Bank of Communications. All these are being refused by shopkeepers, or only taken at a very heavy discount. The opinion prevails that unless the assistance of the foreign banks be obtained the Government banks will have to close their doors and cease redeeming the notes for silver. It is already rumored that the Viceroy has raised a loan of \$2,000,000 at 9 per cent. from the banks on Shanghai to bolster up the Government concerns, but I do not guarantee the truth of this statement. A large amount of Canton paper (said to be well over a million dollars) has been sent up from Hongkong, and the sudden influx of these notes into the city, especially for the purpose of being redeemed, has still further added to the difficulty.

The Viceroy has issued a proclamation to the effect that the Government has plenty of silver in reserve to redeem all the notes in circulation, and His Excellency calls on the people to be calm and not break out into disturbances. However, the people only look upon this document as one issued only to "save face," for if what everyone says here be true, the Treasury is exhausted, and the loan raised from the Formosa Bank was used up in two days in paying off outstanding accounts.

In the city many shopkeepers (notably rice sellers) refuse to accept Canton paper in settlement of accounts, and those that do accept it only do so at a discount which in some cases is as high as 20 per cent. I hear that one or two assistant persons are buying up all the notes they can get at a heavy discount and should matters right themselves these people will stand to gain heavily. As the hours go on it becomes plainer and plainer that this present situation is the result of the action taken by the merchants to protest against the nationalization of the Yuet-Han Railway. The large amount of Canton notes sent up from Hongkong is doubtless due to the action taken by shareholders in that Colony. At all events the Government is being squeezed into a tight corner and it is even possible that worse may result. Those who are responsible for this movement have exercised considerable ingenuity, for the troops are all paid in notes and should these men lose their pay or any portion of it trouble will inevitably ensue. There is not a shadow of doubt that there is much disloyalty in the regiments of this province and that revolutionists have sown the seeds of revolt with no sparing hand among the troops. The only things that keep the men on the side of the Government are the regularity of their pay and the consideration with which they are treated. Let either of these factors be eliminated, or even slightly interfered with, and a very opposite state of affairs would ensue. That the Government had this fear before their eyes during the rising is abundantly manifest from the posthumous honours bestowed on those who fell, and the rewards, dignities and feasts given to all those who took part in suppressing the rebels—rewards of all proportion to the work done or services rendered. Thus this question of bank-notes may probably mean something far more serious than a commercial dislocation, and it is to be hoped that the Provincial Government, either by aid from other provinces or by foreign assistance, will be able to hold its own.

RUSSO-CHINESE RELATIONS.

A REASSURING REPORT.

The Times Correspondent at St. Petersburg, telegraphed on the 21st ult.—

Mr. Guchkov's visit to Manchuria and Peking is likely to benefit Russo-Chinese relations. The highly-colored reports appearing in Russian journals, especially in connection with General Sukhomlinoff's journey to the Far East, have caused much needless alarm regarding the alleged apprehensions of China. The correspondent of the Russian News telegraphed from Kharbin a prolonged interview with Mr. Guchkov, where he emphasizes first the immense difficulties in the way of a development of China's armed forces, which would be dangerous rather for the Government and dynasty than for Russia, and secondly, the misleading nature of the notion that China is hostile to this country. Mr. Guchkov notes, however, that Chinese opinion is misinformed regarding the present resources of the Russian Empire and imagines that this country is still where it was in 1904. The sooner this misapprehension is removed the better. Russia must at all costs consolidate her position in the Far East.

Mr. Guchkov sees a possible danger in the Japanese policy of strengthening her hold on Manchuria. "Japan," he says, "is trying to draw us into a live demonstration in the Far East. She seeks to cooperate with us so long as our interests do not clash. But the day may come when she will turn against us, and we must prepare for that day."

SUPREME COURT.

Thursday, June 15th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PRIGOTT (CHIEF JUSTICE).

ALLEGED BREACH OF COVENANT.

Judgment was delivered in the action in which Frederick Reichmann, of the Grand Hotel, sued Mrs. Mary Uchmann for damages for breach of covenant and sought for an injunction restraining her from carrying on the business of a hotel keeper at the Station Hotel, Kowloon.

Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, appeared for the plaintiff, and defendant was represented by the Hon. Mr. H. E. Pollock, K.C., who was instructed by Mr. M. Reader Harris (of Messrs. Wilkinson & Grist). His Lordship, in the course of his judgment, said that although he felt reasonably clear as to the judgment which he ought to give, he deferred doing so on account of the importance of the points which Mr. Potter raised in his final argument. He still thought as he did at first, that the Station Hotel at Kowloon was not likely to come much into rivalry with the Grand Hotel on this side of the harbour, and that people who would be likely to go to the Grand Hotel for refreshment or lodging were not likely to go over to Kowloon because Mrs. Uchmann was assisting in the management of the Station Hotel. A certain amount of evidence was given, however, which induced his Lordship to modify that opinion slightly: for it would seem that some persons who lived on the Kowloon side, but who worked on this side, occasionally stopped to dine at the Grand Hotel, and it was suggested that they did so no longer. The evidence on that head, however, was very meagre; the figures in the case of seven Germans did not prove much, and could only have been made effective by the evidence of the gentlemen themselves. There was, it was true, some falling off in some months, but it was too variable to amount to positive proof. So far as the actual damage was concerned, the case was very imperfect. The question raised by the defendant's Counsel was that the plaintiff had made out no case. It was introduced by Mr. Potter as a case of suspicion. His Lordship never liked to bind Counsel down too strictly to words used in argument, but it was undoubtedly accurate in that case to say that it was suspicious and no more. He meant to say not that he could admit that it was suspicious, but that it could be put no higher than suspicion. The first link in the chain was that Mrs. Uchmann had become possessed of \$30,000; the second, that she made substantial alterations in the plan of the hotel submitted by Mr. Lemm, and changed others made by her husband; the third, that she engaged a Chinese contractor, and said, "I am building a hotel"; and fourth, that she exercised authority over the servants, and was busy about the bar and management of the hotel. As to the first, the undercurrent of suggestion was that Mrs. Uchmann financed her husband, but there was no evidence as to how much the hotel actually cost, though there was that some of it was borne by the landlord. As to the second, it was impossible to magnify what she did into "giving orders" to Mr. Lemm, as all his suggestions were submitted to Mr. Uchmann, and also the estimates. As to the third, it was quite impossible to construe what was evidently a conversational expression into the dignity of an admission, certainly not in law—hardly even in fact. As to the fourth, what Mrs. Uchmann was doing was quite consistent with her being an assistant, and certainly not inconsistent with what the wife of a man who owns a hotel would naturally do. But then the evidence missed fire; it led up to a certain point and was either inconclusive or else it ended with something which showed the husband to be the owner. The contractor was paid by Mr. Uchmann. He was dismissed, but they knew nothing about his successor. The letters to Mr. Uchmann from Mr. Lemm were produced. They were left in the dark as to Mr. Uchmann's financial position, and he was in fact the licensee. His Lordship was really doubtful whether he was justified in calling it a case of suspicion, always supposing that "suspecting" her husband was not a breach of her covenant. There was a great deal of suggestion that what had been done by Mr. Uchmann was a mere cloak or sham, but it never rose higher than suspicion. On that the question arose whether the plaintiff had made out any case which the defendant ought to be called on to meet, or if there were a jury, whether there was any case to go to the jury. Of course, if what Mrs. Uchmann had done was a breach of the covenant, there was an end of the matter. The direct evidence was that the hotel was Mr. Uchmann's, therefore she was assisting him. The covenant was that she "will not at any time hereafter either by herself or in connection with any other person or persons carry on the trade or business of an inn-keeper, publican or restaurant keeper within the Colony of Hongkong." The only difficulty his Lordship had in construing the covenant was whether it was possible to say that a wife who assisted her husband could be said to be carrying on the business in connection with her husband. It was of the opinion, after carefully considering the question, that the whole form of the sentence which started with the idea of her being a principal, together with the words "carry on," which connoted playing a leading part, showed that the second part of the sentence referred to her carrying on the business as a partner, and therefore unless there was evidence of part ownership with her husband, what she was doing was not a breach of her contract. All the stress of the argument as to the effect of the evidence was directed to showing that she was in truth

a part or actual owner. As to the suggestion that a licence can only be granted to one person, and not to several members of a firm, he knew, of course, that Judges were supposed to know the whole law, but he must admit that if it was suggested, he was in ignorance of the rule. His Lordship dealt at length with his ruling in the I On Insurance Co. v. Hu Fung Sheng, which had been referred to in the hearing of this case, and said it would be a most dangerous doctrine to assist in any way a plaintiff to ground his case in Court merely on suspicion, in the hope of getting something out of the defendant in cross-examination. But the law did assist a plaintiff in many ways to turn a suspicious case into a certainty, if it was capable of being so turned, by interrogatories, discovery, and admissions. Take the principal suggested circumstance that Mrs. Uchmann was financing her husband out of her store of \$30,000, and the inevitable corollary that Mr. Uchmann was not in a financial position to take up the business himself. If these were in fact the facts, a little judicial probing would, he should have thought, discovered them. But in the absence of that he could only say that the so-called suspicious circumstances were not sufficient to entitle plaintiff to call on defendant to answer or explain them, more especially as on the construction of the covenant what she had done was not shown to be a breach of it. Now as to the case, what legal principles did it lay down?—it being noted that the agreement was personal to defendant. It bound her and her only. It did not extend to anyone else, or make her answerable for the conduct of anyone but herself. Any other person may carry on the Station Hotel, but she must not participate with him as principal. His Lordship quoted the authority of Smith v. Hancock and came to the point so strenuously argued by Mr. Potter that there were some paragraphs in the judgment of A. L. Smith, L.J., which supported his contention that the suspicious circumstances were sufficient to support his case. After dwelling on what the defendant had done in that case, the principal point which seemed to his Lordship to have been that the husband had drafted the wife's circulars, and he, himself, had sent them out to old customers of his own. Mr. Potter's argument amounted to this: that in that case all the evidence of both parties was before the Court, therefore in this case all the evidence should be before the Court before the case is disposed of. In that case the evidence was not before the Court, and a moment had arrived at which, by the general accepted rules of procedure, defendant might say at the conclusion of plaintiff's case that there was no case. He could not set aside that procedure, and for the reasons given he thought the plaintiff had not made out a case which entitled him to call on defendant to answer it.

Mr. Potter raised the question of rectification, and stated that if they proved their case, the result would be that they had won the whole action.

His Lordship entered judgment and costs for the defendant, but stayed execution until July 6th to enable the question of rectification to be considered.

LATE TELEGRAPHIC NEWS.

[FROM SOUTHERN NEWSPAPERS.]

TROPICAL THUNDERSTORMS IN ENGLAND.

The recent tropical heat culminated in a series of thunderstorms in the Home Counties, flooding the Downs, the streets, and the railway stations at Epsom after the racing. The crowds were in a sorry plight.

Six men were killed by lightning on Banstead Downs. The destruction of houses and cattle is reported in several places.

London, June 1st.

Yesterday's thunderstorms were the severest experienced for years. Seven persons were killed, including five returning from Epsom, of whom two were policemen. Many buildings, including two churches, were struck in London. Pontonsville prison was also damaged.

London, June 1st.

The visitor M. Beaumont, who is a French naval officer, and M. Comenau, who are taking part in the Port-Rome aeroplane race, arrived at Rome at 4 o'clock yesterday afternoon. They flew direct from Pisa in three hours.

Crowds frantic with enthusiasm were on rooftops and the dome of St. Peter's. The Pope was a spectator from the windows of the Vatican.

Beaumont made altogether three flights from Paris. M. G. was left at Epsom where M. Beaumont, but fell, damaging his machine.

GREENWICH TIME IN PORTUGAL.

Lisbon, June 1st.

A decree has been issued providing for the adoption of Greenwich time in Portugal from 1st of January next.

THE ACTI TRUST LAW IN AMERICA.

Washington, June 1st.

Giving evidence before a Committee of the Congress, Mr. Wickersham, Attorney-General, expressed the opinion that imprisonment was the most effective means of enforcing respect for the anti-trust law.

The Chairman asked why no criminal proceedings had been instituted against the Standard Oil and Tobacco Trusts.

Mr. Wickersham said: "We only secured convictions in those cases during the last fortnight." The question answered is self.

PREMIERS PETTED BY THE NATIONALISTS.

London, June 2nd.

The Irish Nationalists gave a dinner in honour of the Premier.

Mr. John Redmond, presiding, said they owed a deep debt of gratitude to the great countries which had given a home to thousands of Irishmen. "Our welcome is the more enthusiastic because we know their sympathy is with Ireland and her just aspirations." Otherwise there were no toasts and speeches, but only Irish songs.

BRITISH MARTYRS AND THE QUEEN.

London, June 2nd.

Subscriptions of the Mary's throughout the Empire to a Coronation gift for the Queen amount to £11,700.

FREEDOM OF GLASGOW.

London, June 2nd.

The five Dominion Premiers and Lord Kitchener will receive the freedom of Glasgow on July 6th.

LOCAL SPORT.

LAWN TENNIS CHAMPIONSHIP.

VICTORY OF LIOUT. DAY.

The championship competition in connection with the lawn tennis tournament promoted by the Hongkong Cricket Club, which practically represents the championship of the Colony, was brought to a close yesterday evening when Captain Brierley and Liout, Day met to contest for the honour. The heat was very trying to the players, and it must have imposed a severe strain to play such vigorous sets, as were witnessed between the finalists. As was to be expected, there was a large attendance to view the classic event, and though more brilliant work has occasionally been seen in a final, the play was certainly worthy of the occasion. Mr. R. Hancock, whom most people expected to see figuring in the final, undertook the duties of referee.

Day took the service in the first game and lost. Brierley also failed on his serve, and the games stood one all. A better effort was seen in the next game. Day found the net rather often with his back hand, and Brierley took the game. Day equalised, and a good ding-dong game followed. Each player won game about until the seventh, which Day won without a point scored against him. This gave him the lead, but he did not hold it long, as Brierley won the next two and took the lead. Day won the tenth game, which made them five all. Each had a game in turn, which made the score stand 6-6. Day, however, won the next two, which gave him the set by 8-6. A feature of the play was Brierley's successful tossing. Time and again when his opponent came up to the net he beat him by sending the ball over his head, though Day, having a pretty turn of speed, managed to recover very well.

The second set found each player winning alternate games, and each securing a love game. Day made the eleventh game also a love one, which gave him the lead of 7-5. Brierley, though down 15-40 in the next game, drew level at deuce, but Day managed the points which gave him the game and set, 7-5.

The third set was shorter. Day took the first four games right away. Brierley won the fifth, but he was not exerting himself. The sting had gone out of his returns, and though deuce was called in the sixth game it went to Day, who took the last game without much effort.

Day thus won by three sets to nil.

Both were forceful players, but Day was quicker in his movements and placed more successfully, while Brierley was very effective with high balls.

Previous holders of the championship are:—

1898 L. H. S. Moberley
1899 H. Pincocky
1900 H. Pincocky
1901 H. Pincocky
1902 A. Humphrey
1903 H. Hancock
1904 H. Hancock
1905 H. Pincocky
1906 T. B. Norris
1907 H. Hancock
1908 C. A. Carr
1909 C. A. Carr
1910 C. A. Carr

LAWN TENNIS AT SHANGHAI.

The entries for the Shanghai lawn tennis challenge cup competitions have now been completed and are as follows:—

Messrs. Wolters, F. N. Matthews, E. J. M. Barrett, J. Elmore, K. F. Howarth, G. M. Wheelock, N. B. Ramsey, Dr. Murray, K. D. Stewart, R. Roulter, George Neeson, W. J. Reid, E. Kaaschauer, T. H. Hutchison, Dr. Moore, K. H. Martin, S. M. Wallace and S. Wheeler.

It is interesting to note that this will be the tenth occasion on which the trophy will be played for. The competition, inaugurated in 1901, was allowed to lapse in only one year—1904. For the first three years, 1901–3, Mr. N. B. Ramsey was victorious, thus winning the cup outright. In 1904, as stated, there was no contest, and since then the following gentlemen have secured the Cup:—

1905—W. C. E. Gibson.
1906—G. M. Wheelock.
1907—H. de Vos.
1908—N. B. Ramsey.
1909—H. H. Pearson.
1910—H. Tonsaint.

During these latter years Mr. Ramsey only entered in 1903, when he was again successful, so that in the four contests in which he has figured he has the splendid record of four victories.—Shanghai Mercury.

EXTRAORDINARY CRICKET.

189 RUNS IN 90 MINUTES.

Some wonderful hitting on the part of Edward Allston, the young Nottingham professional, was witnessed on the Hove ground at Brighton on Saturday, the 20th ult., in the match between Sussex and Nottingham. With three wickets down in their second venture, the visitors were 24 behind when the game was re-summed in the morning, and when the seventh batsman left they were only 9 runs on. Then, however, Allston came to the rescue. Hitting brilliantly and scoring chiefly from drives, he made 189 out of 297 in ninety minutes.

In one over from Killick, which included two no-balls, he scored 34, including three 6's and four 4's, whilst in seven consecutive overs after he made no fewer than 115 out of 120, his last 89 runs being registered in fifteen minutes. Amongst his hits were eight 6's and twenty-three 4's. This remarkable performance saved Sussex from defeat, and the match was left drawn.

THE SUEZ TARIFF.

REDUCED RATE.

The Council of the Suez Canal Company announced the dividends on the various classes of shares for 1910 and also announced that they will recommend a reduction of 50c. per ton in the Canal tariff, to take effect from January 1, 1912.

THREATENED SHIPPING CRISIS.

THE CHINA COAST TRADE.

The agitation for higher wages or passage home and half pay for the ration period, which has been going on for some time among the officers of the ships plying in the trade on the China Coast, seems to be coming to a head, which, if it was said yesterday, says the Shanghai Times of the 10th inst., would soon culminate in an ultimatum being presented to the companies, and if the demands were not granted coastwise shipping would be tied up for an indefinite spell. The officers of these vessels express a general dissatisfaction. They say that they have laid their grievances before the companies individually, from time to time; that no attention has been paid to their complaints, and that now they are determined to formulate and submit a general demand. If it is not complied with, they declare, they will leave the service in a body, many never to return on any terms.

THE COASTAL FLEET.

There are about 244 steamers comprising the coastwise fleet, which is manned by about 870 foreign officers. If these were to go out in a body, as one officer said yesterday, business interests would be more or less seriously affected. If it comes to this pass, it was asserted, many of the younger officers would throw up the whole business and not return to the service under any conditions.

Young men it was declared, were induced to come out here on representations that wages were good and promotion rapid. All these men, practically, have masters' certificates and instead of being advanced at the end of two years' service, they say it is four or five years before they are promoted from second to chief officer, and it takes about ten years more before they become masters. They claim that their comforts aboard the ships are not given due consideration to, and that their compensation is not sufficient for the sacrifices they make by coming out to the coast for so many years. The specific demand they expect to make is either for free return passage home, for a year's vacation every five years, with half pay during their absence, or the equivalent salaries or bonuses. Action is only deferred, to decide which alternative would be asked for. Some prefer the increased pay, while others want the free passage and half pay at vacation time. It was said yesterday that a vote would probably be taken to determine the issue, and the demand would be made accordingly. If no company can be induced to make the concessions asked for it is thought that the other companies will readily follow suit.

THE ENGINEERS' POSITION.

There has been some talk of the engineers being involved in the agitation, but this is considered unlikely. The officers say that the engineers have no cause for grievance, as they are better paid than the men who have to take the full course in navigation and obtain a master's certificate before coming out to enter the service as second officer. The salaries of chief officers are said to be £18 a month, with £13 for second officers, while chief engineers get as high as £32 and second engineers £18.

One master mariner who has given up the regular main and taken to shore occupation declared decidedly that life on the ocean wave had ceased to allure the British youth as of yore. To illustrate this assertion he called attention to a number of advertisements for officers and marine engineers which have appeared from time to time of late in the Home papers.

"When I was a young man," he said, "they didn't have to advertise for them. There were hundreds of them looking for a chance to learn the profession, and a young man had to have quite a pull to get in. Then they had to serve four years for no pay and provide their own food when ashore. After putting in four years and obtaining their master's certificates they went to work at £4 a month. When I took to sea again there were about three hundred young men ahead of me on the application list, but I had a letter to one of the high officials of the steamship company and entered the service over the heads of the rest. When I attained the rank of fourth officer on a ship my pay was £4 a month. Now they are advertising for them and offering £8 10s. Some while ago seven or three officers of the Atlas line presented a petition for higher pay and other special allowances, which was granted."

THE OTHER SIDE.

The companies' side of the question here at the present time is that the general business depression has affected the coastwise traffic to the extent that no profits have been accruing for some time; that the men come out here on three year contracts and are generally well enough satisfied to remain; that the compensation is relatively as much as they would receive at home, and that there is no pressing reason why a general advance in salaries should go into effect when the companies are not realizing any returns on their capital invested.

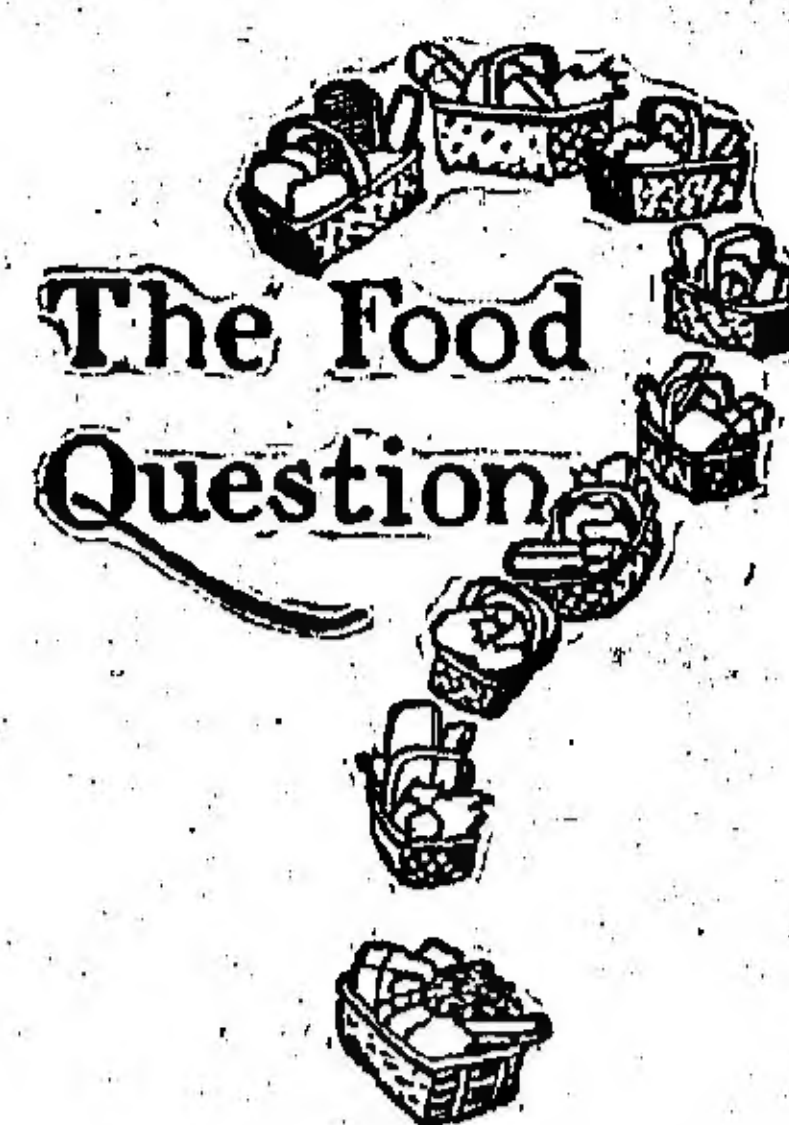
MARRIED V. A SINGLE.

One of the officers observed: "This is the single men's fight. The married men are beyond relief. The bachelors are holding out for the advanced pay alternative, claiming that the free passage home would do them no good, as they could not afford to go away on an extended leave and take their families with them, while the advance in salaries would help them and benefit the single men as well."

RAILROAD EXTENSION IN CHINA.

The report by His Majesty's Consul at Nanking (Mr. F. E. Wilkinson) on the trade of that district in 1910 states that during the year under review the construction of the southern or British section of the Tientsin-Pukow Railway which was commenced in January, 1909, made steady progress, and it was found possible in February, 1911, to attach passenger-cars to the construction trains running between Pukow and Lin'wai Kung and running 92 miles. This is not much more than 30 miles from the point at which the line joins up with the German section, and there is every hope that the whole of the British section, which is 236 miles in length, will be available for traffic by about the middle of 1912. So far no arrangements have been made for the opening to foreign trade of Pukow, the Yangtze terminus of the line, which is situated on the northern bank of the river opposite to Nanking. To Nanking the completion of the Tientsin-Pukow Railway will be of vital importance, for on this line depend her prospects of future commercial prosperity. As a distributing centre this port, owing to inferior communications with the interior, has been unable in the past to compete with its neighbours, Chinkiang and Wuhu, so that its trade has hitherto been almost entirely a local one. The new railway should bring down to Pukow for export the produce of the whole of the country north of the river, for which the line must also become the means of supply; and, assuming that no official obstacles are placed in the way of the development of the traffic of the railway, it seems almost certain that Nanking must become, next to Hankow, the most important commercial centre on the Yangtze.

INTIMATIONS



EVERYTHING

OF THE

BEST:—

PROVISIONS,

WINES

AND

SPIRITS.

H. RUTTONJEE

& SON,

HONGKONG.

150

GOLD

AND

SILVER

WATCHES

ENGLISH,

SWISS

AND

ELGIN

SUPERIOR

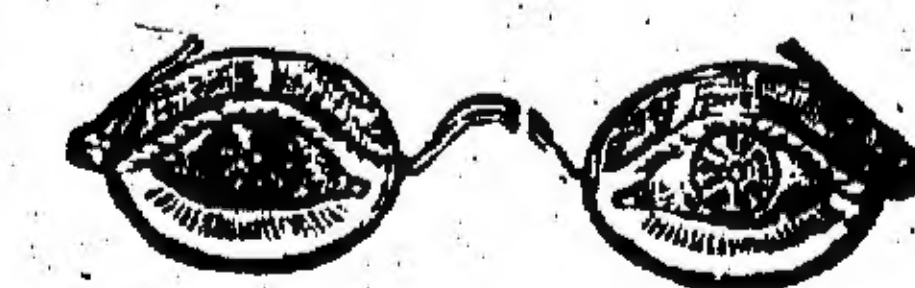
QUALITY

MOVEMENTS

Chas. J. Gaupp & Co.,

ALEXANDRA BUILDINGS.

[256]



WHY GO TO

N. LAZARUS

FOR YOUR GLASSES?

You will receive Fair Treatment.
A Careful and Intelligent Examination.
We have a Sound Optical Reason behind every Lens.

N. LAZARUS,

OPHTHALMIC OPTICIAN, CORNER OF D'ARVILLE ST., HONGKONG.

[262]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS, only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33, Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 5th, 15th, 16th.

NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN THAT Mr. H. ADAM has been appointed Manager of our Hongkong Branch Office. Mr. H. ADAM signs our Firm per Protonation.

CHINA EXPORT-IMPORT and BANK COMPANY, Ltd.
110 d Office, Hamburg.
Hongkong, 25th May, 1911. [829]

G. R.

TO CELEBRATE THEIR MAJESTIES' CORONATION.

HIS EXCELLENCY THE GOVERNOR will be at Home at Government House to Residents in the Colony on THURSDAY, 22nd June, 1911, at 8.30 p.m. Evening dress.

CORONATION DAY.

THURSDAY, 22ND JUNE.

At 8 A.M.—There will be a Review of the Troops and a Naval Contingent in Happy Valley and a March Past, after which there will be a Drum Head Service. The Naval Contingent and Troops will then March to Burnetts along Queen's Road East, turning down the Naval Yard, along the Praya, up Pedder Street, Queen's Road Central to Garden Road.

At 11 A.M.—There will be a Coronation Service in St. John's Cathedral. The Fleet and the Military Banding will fire a Salute.

At 12.15.—There will be a Public Meeting at the City Hall to endorse the telegram of congratulation to Their Majesties from the Community.

During the day, the Children of the Colony will be entertained. The address of His Excellency the Governor will be read, and Medals will be distributed.

At 1.30 p.m.—His Excellency the Governor will be "At Home" at Government House, to residents in the Colony. The Public Gardens will be open to the guests attending the Reception.

Band of the "K.O.Y.L.I." Pipes of the 126th Baluchis.

At 1.30 p.m.—There will be a display of fireworks by the Japanese Residents in the Gardens. The Fish Lantern Procession will leave Bowring Lane at 2 p.m. and, passing along Albany Road, will enter the Gardens at 10.15 p.m. The Men-of-War in the Harbour will illuminate from 9 to 11 p.m.

Chinese Fireworks at 8 p.m. on the Parade Ground and opposite the Hongkong Club.

There will be Races and Fireworks at Tsipo, Aberdeen, Cheung Chuan and Tai O.

FRIDAY, 23RD JUNE.

Lantern Illumination of the City and Kowloon, from 9 to 11.30 p.m.

The Fish Lantern Procession will leave Bowring Lane at 8 p.m.

9 to 9.20—"K.O.Y.L.I." Pipes—Honourable Khattak Dancer, 126th Baluchis—Kowloon.

9.20 to 9.45—Searchlight Display by the Men-of-War in the Harbour.

9.45—Fire Dragon Boat.

11 to 11.30—"Good Save the King." Fireworks in the Harbour.

Bonfires on the Kowloon Hills. Illumination of the Men-of-War.

Band of the "K.O.Y.L.I." Pipes of the 126th Baluchis.

Band of the 8th Rajputs, at Kowloon.

SATURDAY, 24TH JUNE.

At 8 p.m.—Chinese Fireworks on the Parade Ground, and opposite the Hongkong Club.

CORONATION CELEBRATIONS COMMITTEE.

In order that the necessary arrangements may be made in connection with the Fête in the PUBLIC GARDENS which will follow His Excellency the Governor's Reception at Government House on the evening of THURSDAY, June 22nd, the Celebrations Committee will be glad if all who propose to attend the Reception will be good enough to sign their names on lists which are being provided for this purpose.

The Lists will be available for signature at the places mentioned below, and will be subsequently bound in one volume and presented to His Excellency as a memento of the occasion.

Gentlemen who will be accompanied by Ladies are requested to indicate this when signing, e.g.:

"Mr. and Mrs. Smith,"
"Mr. and Mrs. Brown,"
(or, as the case may be).

The lists will be available for signature on June 15th, at:

The Hongkong Club. The Tung Wa Hospital. Messrs. Brower & Co. Messrs. Lane, Crawford & Co. The Club Germania. Messrs. Kelly & Walsh. The Club Lusitano. The Consuls of each Nationality. Messrs. Watson & Co. The Banks. The Chief Justice's Clerk's Room. The Hotels.

The Sheets contain spaces for 40 names, and will be sent to any firm which applies for them to one of the Secretaries of the Committee.

Hongkong, 16th June, 1911. [832]

NEW ADVERTISEMENTS

AGENT, good, reliable, wanted to sell Cundall's Oil Engines, Station Gas Engines and Gas Producers. The popular engines of the day. Thousands working in all countries, thoroughly reliable. THE CUNDALE GAS & OIL ENGINE Co., Keighley, England.

TO LET.

HOUSE, in Knutsford Terrace, Kowloon. THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 16th June, 1911. [830]

AT

THE PEAK HOTEL.

GRAND CONJURING ENTERTAINMENT.

MR. CHUNG LING FOO,

THE World-famed Conjurer and Magician of Peking, in the Empire of China lately performing at the Empire Theatre London, and the Palace Theatre, Berlin (who is kindly giving a free entertainment at the Peak Club to the Peak Children on CORONATION DAY).

WILL GIVE AN ENTERTAINMENT OF HIS ART OF CONJURING, Assisted by his Daughter, Miss CHEE TOY, and his trained Staff.

At the Peak Hotel, on SATURDAY, the 17th June, 1911, at 9.30 p.m., by the kind permission of Mr. FINLAY SMITH.

Seats, \$2 each, can be reserved previously at the Hotel.

If fine, Performance will take place on the Roof of the Annex; if Wet, in the Dining Room. Hongkong, 19th June, 1911. [831]

INTIMATIONS

PEAK TRAMWAY CO., LTD.

NOTICE.

On and after 15th inst., the following additional Cars will be run:

WEEK DAYS:

7.15 A.M.

8.10 P.M.

10.00 P.M.

10.30 P.M.

11.00 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.

11.30 P.M.



Sozodont

Some people complain of the expense of a good dentifrice. SOZODONT is both good and economical. Only a little is wanted. It lasts. It keeps the teeth clean and frees them from the corrosion of tartar. And it is the nicest dentifrice one can use—fragrant, pleasant, and antiseptic.

Sozodont is in three forms—powder, liquid, and paste, each equally effective. Try the powder first. It meets the requirements of most people.

BILLIARDS.

GEO. E. ANDERSON, ESQUIRE,

Billiard Table and Cushion Expert to

Messrs. JOHN ROBERTS & Co., Ltd.,
Bombay,

Has arrived at Hongkong on behalf of the above Firm and will be pleased at any time to demonstrate the advantages of the

JOHN ROBERTS LOW EXPRESS SLIP
CUSHIONS
over all others.

THE EXPRESS CUSHION

Is built by us on the latest slip built principles from the finest Para Rubber, which is specially prepared by a new and patented process to withstand tropical climates, and is absolutely the best Cushion ever introduced into India and the Far East.

This Cushion is the outcome of many years' experiments, and the results show that it has the following advantages:—

IS PERFECTLY TRUE. ALWAYS RETAINS ITS SHAPE.
IS VERY FAST. THE BALLS DO NOT JUMP OR FLY OFF.
IS NOISELESS. THE TABLE IS ALWAYS IN PERFECT ORDER.
NEVER GETS HARD. NO CUSHION WARMERS REQUIRED.
IS NOT AFFECTED BY EITHER HEAT OR COLD. CAN BE FITTED TO ANY TABLE.

All communications to be addressed to—

G. E. ANDERSON, ESQ.,

Care of "THE HONGKONG DAILY PRESS" OFFICE.

BILLIARD TABLES BOUGHT, SOLD OR EXCHANGED.
TABLES SUPPLIED ON THE HIRE PURCHASE SYSTEM.

JOHN ROBERTS & CO. LTD.
BOMBAY, INDIA.

[834]

COLEMAN'S WINCARNIS. THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY

Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soochow Road, Shanghai [402]



士道力汽水 THIS WONDERFUL SYPHON

Makes Mineral Water instantly at 90 cents a dozen Syphons. Anyone can do it. Failure is impossible. And you can save 50 per cent. by making your own Mineral Waters at home with the

"PRANA" SPARKLET SYPHON,

which lasts a lifetime and can be purchased from any Chemist or Store.

PRICE—\$2 Each.
BULBS at 90 cents per box.

WHOLESALE PRICE—

SYPHONS per doz. \$16.00 f.o.b.
BULBS per doz. boxes \$8.00 f.o.b.

KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 & 248, Des Voeux Road, Central,
HONGKONG.

行發總
司公限有行生廣港香

[386]

APENTA Natural Aperient Water

For use by

THE BILIOUS,
THE GOUTY,
THE CONSTIPATED,
and
THE OBESE.

DOSE—A Wineglassful before
Breakfast.

SELF CURE NO FICTION! NO SUFFERING! NO PAIN!
THE NEW FRENCH REMEDY.
THERAPION NO.1
is a remarkably effective and powerful cathartic.
Cures constipation, biliousness, indigestion, headache, neuralgia, etc.
THERAPION NO.2
Cures blood poisoning, bad legs, ulcers, sores, painful swollen joints, etc. when medicinal treatment fails.
THERAPION NO.3
Cures rheumatism, sciatica, lumbago, neuralgia, etc.
Directions enclosed, or chemist or post free from The L. C. Medicine Co., Liverpool Rd., Hampstead, London, E.C.1. Try New Druggists (Tasteful) Form of Therapion, easy to take, no ill effects, no habit forming. Trade Marked word "THERAPION" is on British Govt. Stamp affixed to every genuine packet.
* THERAPION *
CURES TO STAY CURED.

[515]

FRENCH AIR RACE DISASTER.

M. BERTEAUX'S DEATH.

KILLED BY AEROPLANE'S PROPELLER.

[BY THE "DAILY MAIL" CORRESPONDENT.]

Paris, May 21st.
M. Berteaux, the French Minister of War, was killed by an aeroplane early this morning at Issy-les-Moulineaux while witnessing the start of the aeroplane race from Paris to Madrid.

M. Monis, the Prime Minister, was severely injured. Among the other injured were H. Henri Dorel, de la Meurthe, the famous sportsman and aviator, and M. Antoine Monis, son of the Premier. A large number of spectators also suffered injuries through a panic among the crowd at the moment of the fatality.

There were probably 400,000 people on and around the vast manœuvring ground at Issy when daylight broke this morning. They had come in special trains, buses, omnibuses, motor-cars and cabs, and on bicycles, and hundreds of enthusiasts had walked miles from the opposite end of the city to see the start of the great race.

It was at 6.30 a.m. that the tragedy of Mr. Berteaux's death occurred. M. Monis and the War Minister, accompanied by M. Lépine and M. Jean Dupuy, ex-Minister of Commerce and proprietor of the *Petit Parisien*, which organised the race, had left the official stand to inspect the machines at the starting point. While they were there M. Train, the inventor of monoplane, who had been walking miles from the opposite end of the city to see the start of the great race, was first brought out, rose in the air with a passenger named Bonnier.

The apprehension of the spectators was immediately aroused by the unsteady flight of the machine, which went from side to side at an alarming angle, and almost came to grief while taking its first corner.

Flying at a height of not more than 50ft., M. Train as he passed the grand stand raised one hand from the steering wheel, and turning towards the occupants of the stand waved his hand several times, despite the fact that his machine was rocking in a most dangerous manner.

A moment later, looking ahead, the aviator suddenly found himself face to face with a crisis. Only a few yards in front was a body of mounted outriders returning from a lively encounter with the crowd. At that moment the motor began to slacken, and then it seemed as if the pilot lost his head.

Swerving away from the outriders, his machine made a series of swoops from side to side, and finally dashed into the crowd of official personages, who were hurled to the ground in all directions by the force of the impact. Cries of pain and terror rose from the scattered crowd.

In its headlong dive to the ground the monoplane had struck M. Berteaux, one of the propeiler blades severing his right arm near the shoulder. Cries of horror rose from every part of the aerodrome, and the crowd immediately burst through the barrier and swarmed towards the scene of the accident.

M. Train and his passenger escaped uninjured. M. Berteaux was still breathing when he was raised from the ground and placed in a motor-car. His face was livid and his clothes were torn and covered with blood. He was immediately attended to by several doctors in the vicinity, while a mob of panic-stricken people surged round them.

Despite all that could be done for him he expired from his injuries on the way to the ambulance station.

M. Monis's features were covered with blood and his eye was completely closed. As he was carried away to a motor-car he waved his hand and gestured wildly.

A bulletin issued this afternoon stated that the Prime Minister is suffering from a complicated fracture of two bones of the right leg. These fractures have now been successfully set. The Premier also sustained bruises on the eyelids and face—the eyes themselves being intact—besides a fracture of the bone of the nose. He suffered besides severe neck-ache and abdominal pains. Some time ago M. Monis received a kick from a horse in the abdomen, and the old wound reopened. There are no internal injuries and complications are not expected.

A later bulletin states that the pains have subsided and that M. Monis is now considered to be out of danger. Since his return to the Ministry he has signed several important documents.

After the Premier had been taken to the Ministry the Interior he inquired several times as to the condition of the persons injured. He was given reassuring news regarding them, but the death of his colleague, M. Berteaux, was withheld from him. M. Follieus called on M. Monis as soon as he was brought back to Paris, but was informed by the doctors that it would be unwise to see the patient and withdraw. Later he called again and was admitted to M. Monis's bedside. An affectionate meeting took place between them, and the President remained ten minutes.

After the President's visit a special Cabinet Council was held, and it was necessary to secure the Premier's signature to a decree entrusting the War Ministry temporarily to M. Cruppi, the Foreign Minister. M. Antoine Monis entered his father's sick room and was received with the words, "What do you want now? Cannot you let me be quiet?" The Premier signed the decree, in which the words "in place of M. Berteaux" had been omitted until his signature had been obtained.

The Premier is said to owe his escape from death to his son, M. Antoine Monis, who was himself injured in the leg. The latter, realising the danger from the falling monoplane, pushed his father forward and the machine struck him as he lay on the ground. Had it collided with him while he was on his feet he would have shared the same fate as the Minister of War.

Despite his severe injuries M. Monis has lost none of his faculty and decision. On learning that M. Lépine, the Prefect of Police, had given orders for the Paris-Madrid race to be abandoned, the Prime Minister overruled the Prefect's instructions and decided that the race should be allowed to continue. A resolution in accordance with M. Monis's decision was come to this afternoon by the Aero Club, and the entrants who did not start this morning will take their departure from Issy to-morrow morning.

AIRMAN'S FATE OF HIS FALL.

M. Train, the unhappy driver of the fatal monoplane, was overcome with grief at the consequences of his fall. "I intended to make two rounds of the aerodrome," he said afterwards, "in order to make sure that everything was working satisfactorily. Immediately I left the ground I realised that the motor was working badly, and I decided to come down. I had just made a turning when I saw the enthusiastic crowd on the ground in front of me. I tried to turn sharply as to avoid them, but the motor became weaker and weaker and I did not enough power left to complete the turn. "I pulled hard at the elevator in order to rise above the soldiers, but at that moment a group of people who had been hidden from me by the

soldiers suddenly came into view. I did all that was possible, risking the life of my passenger to keep my machine in the air and pass over their heads. I had almost succeeded when the machine, having lost all way, fell like a stone. For a second I had the impression of a brood of chicks as the machine struck the ground. An instant later the monoplane struck the ground."

The panic which took place among the crowd when the news went round that M. Berteaux had been killed and M. Monis injured produced a popular commotion, which the troops and police were utterly powerless to cope with. In an instant the barricades were broken down. Infantry and cavalry were brushed aside and thousands of hysterical spectators ran irresistibly towards the fallen monoplane. This mad mob came into collision with another mass of people fleeing from the scene of the accident and an indescribable scene of confusion followed.

For at least fifteen minutes men, women, and children fought with each other and many persons were knocked over and trodden on. Finally two squadrons of cavalry came to the rescue and something like order was restored. By nine o'clock no fewer than sixty people had been attended to in the ambulance station adjoining the aerodrome.

As the result of the death of the War Minister all official ceremonies have been cancelled or postponed.

PROGRESS OF THE RACE.

Of the four airmen who this morning left Issy on the long journey to Madrid only one, M. Garçon (Bleriot monoplane), succeeded in covering the 281 miles separating the capital from Angoulême, the first stage of the race. When he learned of the accident in Paris he became very pale, his eyes filled with tears, and he declined to touch the "champagne luncheon" which was to have been given in his honour. Lieutenant Comenac (Bleriot) landed at Chambord, 126 miles from Paris, and smashed his propeller as he was restarting. M. Gilbert (Bleriot) reached Pontlevoy, 132 miles from the capital. He was obliged to descend owing to the cold. M. Laseur de Rensay (Bleriot), the fourth man, has still to be heard from.

THE KING'S MESSAGE.

The British Ambassador in Paris last evening received the following telegram from the King:—

I have just learned with deep concern of the terrible accident to the Prime Minister and M. Berteaux, resulting in the death of the latter. Please express my sincere sympathy with the President and the Government in this lamentable occurrence, and inform me as to the condition of the Prime Minister.

GEORGE R.I.

WORLD MISSIONARY CONFERENCE.

WORK OF THE CONTINUATION COMMITTEE.
The following is a summary of the results of the recent meeting of the Continuation Committee of the World Missionary Conference at Auchland Castle:

BOARDS OF STUDIES.

It was reported that as the result of the work of the Special Committee on the formation of a Board of Study, action had been taken by the Missionary Societies in Great Britain to create a Board of Study for the more efficient training of missionaries in the languages, religions, and customs of the countries to which they are sent, and that a similar Board of Studies was in process of formation in North America.

INTERNATIONAL ACTION.

It was resolved that it is best at the present time to leave the matter of questions involving missions and Governments to be taken up by the missionary societies of each country, acting as far as possible in concert. It was thought that in the meantime the Continuation Committee itself might take steps with regard to matters which, in the judgment of any national committee, seem to call imperatively for united international action.

THE PRESS.

On the recommendation of the Committee which had been appointed to consider the best means of securing a larger place for missionary information in the secular Press, it was resolved that this subject could best be dealt with by different countries separately.

SURVEY AND OCCUPATION.

The scope of the Special Committee which had been appointed to survey unoccupied fields was enlarged, and the name of the Committee changed to "Missionary Survey and Occupation." The Committee was authorised to gather information concerning the occupation of mission fields and other missionary activities; also to communicate the organizations in different mission fields on the possibility of making an exhaustive survey of each field.

SPECIAL COMMITTEES.

New special committees were appointed for the promotion of unity for gathering information with regard to movements in the direction of co-operation and unity taking place in the mission field; the Church in the mission field; medical missionary work; the Mohammedan problem; and the preparation of a statement of recognized principles underlying the relations of missions and Governments.

AN INTERNATIONAL REVIEW OF MISSIONS.

The Committee decided to issue an *International Review of Missions*. It will be published quarterly, and the subscription will be free. Single copies of the *Review* will be sold in Great Britain at 1s. 2d. and in North America at 50 cents. The *Review* will include a bibliography of the missionary books and pamphlets in all languages, and also of important articles on missions in current periodical literature. The first number will be issued at the beginning of 1912. Mr. J. H. Oldham was appointed editor, and an International advisory editorial board composed of missionary specialists and scholars was nominated.

Dr. John R. Mott, Chairman of the Committee, was invited to devote, in an honorary capacity, a considerable portion of his time to the work of the Continuation Committee, more particularly in visiting the mission field and studying how missionary bodies on the field and the Committee might be brought into the most mutually helpful relations. Dr. Mott promised to announce his decision later.

It was decided that the next meeting of the Committee should be held at some place in North America next year, probably in the last week of September.

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS AND THE OUTPOSTS

A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT

Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

RECORDS WORTH HEARING ROBINSON PIANO CO., LTD.



Love Light Waltzes
Serenade
Cascades of Roses Waltz
Yama Yama Medley
Friedrichs March
The Charming (Xylophone)
Irish Wit
Boccaccio March
Hornpipe Rag

A Bunch of Non-sense
Please don't tell my wife
Father was out
Foolish Questions
Hello! People
Bombasto March
Bonnie's Mean Thoughts
Arrah Wanne
Yaller Gal (Laughing Song)
The Silly Cavalier (Merry Widow)
Gay Gascon (Banjo)
Roll on, Silver Moon (Yodel)
Yonkee Prince Selection
Narcissus
Ring o' Roses from (Dollar Princess)
I hear you calling me
Medley of Irish Jigs
Mikado Selection
Teddy Bear's Picnic
Moon, Dear
Humorous Variations
Never introduce your bloke to your lady friend
Madame Butterfly Selection
The Moon has his eyes on you
"Balance Corners" Laurels
Polka Fantasia Selection
Serenade (Piano)
Dollar Princess, Medley
Take me up with you, dearie
If you alone were mine (Two Step)

[1734]



NAPIER JOHNSTONES' "SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

Beware of
IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

[56]

When on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tone up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

Beecham's Pills

Sold everywhere in boxes, price 4d. (6d. pills), 1/6 (12 pills), and 2/6 (24 pills).

[163]



Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhua capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

[105]

NOTICES TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ.

THE Company's Steamship

"JESERIC"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are hereby landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by 17th inst., at 5 P.M., will be subject to rent.

Damaged Packages must be left in the Godown for examination by the Consignees and the Co. representative on the 14th inst., at 11 A.M. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown. No Fire Insurance has been effected.

THE BANK LINE, LTD., Agents.

Hongkong, 10th June, 1911. [817]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO', HULL, LONDON AND STRAITS.

THE Steamship

"GLENLOGAN"

Capt. Jas. McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on MONDAY, 19th inst., at 10 A.M. All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 13th June, 1911. [823]

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"NIPPON."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 20th inst., at 9.20 A.M.

All Claims must reach us before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

GLOF WIJK & CO., CHINA AGENTS, ARTIBOELOAG, Agents.

Hongkong, 13th June, 1911. [822]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 20th inst., at 9.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 13th June, 1911. [5]

SHIPPING

ARRIVALS.

BORNEO, German str., 1,344, F. Sembill, 15th June—Sundakun 10th June, Timber and General—Melohers & Co.
 CHANGCHOW, British str., 1,205, Mills, 15th June—Norehwan 8th June, General—Butterfield & Swire.
 CHINHUA, British str., 1,349, Bonson, 14th June—Shanghai 11th June, General—Butterfield & Swire.
 CLARA JENSEN, German str., 1,102, H. Island, 14th June—Amoy 13th June, General—Jensen & Co.
 DRUFAR, Norwegian str., 1,102, J. Blag, 15th June—Bangkok and Hoihow 14th June, General—China-Elephant S. N. Co.
 KAWACHI MARU, Japanese str., 3,788, H. Petersen, 14th June—Yokohama 1st June, General—Nippon Yusen Kaisha.
 LOOKOK, German str., 1,020, G. Schultze, 14th June—Bangkok 7th June, Rice—Norddeutscher Lloyd.
 NILE, British str., 4,179, E. F. Dady, R.N.R., 15th June—Yokohama 30th May, General—P. & O. S. N. Co.
 SINIA, British str., 3,884, C. D. Goldsmith, 15th June—London 6th May, General—P. & O. S. N. Co.
 TAIHUNG, Chinese str., 1,216, B. G. Paramore, 14th June—Shanghai 11th June, General—C. M. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

15th June.
 Changchow, British str., for Canton.
 China, American str., for San Francisco.
 Germania, German str., for Amoy.
 Italian, British str., for Swatow.
 Hongkong, French str., for Hoihow.
 Sinia, British str., for Shanghai.
 Taisan, Chinese str., for Canton.
 Yaching, British str., for Canton.

DEPARTURES.

15th June.

ASTILOCHUS, British str., for Manila.
 CHINHUA, British str., for Canton.
 DAFNI, Norwegian str., for Hongkong.
 DERFINGBER, German str., for Europe, &c.
 GLENLOGAN, British str., for Shanghai.
 HALVARD, Norwegian str., for Hoihow.
 HELENE, German str., for Swatow.
 HUTCHOW, British str., for Tientsin.
 KAWACHI MARU, Japanese str., for Singapore.
 KEONGWAI, German str., for Hoihow.
 LINAN, British str., for Shanghai.
 LOOKANG, British str., for Saigon.
 LOOKANG, German str., for Saigon.
 NILE, British str., for Singapore.
 POROKONG, German str., for Bangkok.
 QUINTA, German str., for Bangkok.
 TAIHUNG, German str., for Shanghai.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Hongkong, Madras and Mauritius.)

THE Steamship

"LIGHTNING,"
 Captain E. P. Smith, will be despatched for the above Ports on TUESDAY, the 20th inst., at Noon.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 15th June, 1911. [225]

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.
 FOR NEW YORK VIA PORTS
 AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)
 "DAIRE CASTLE," On or about 21st June.
 For freight and further information apply to—
 SHEWAN, TOMES & Co.,
 General Agents,
 Hongkong, 30th May, 1911. [767]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME ANTERIORE (Direct),
 SINGAPORE, PENANG,
 RANGOON, COLOMBO, BOMBAY,
 KACHCHI, ADEN, SUMATRA
 AND PORT SAID.
 (Taking Cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship
 "E. FRANZ FERDINAND,"
 Capt. B. Cobol, will be despatched as above on
 WEDNESDAY, 28th JUNE, AT
 2 P.M.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information as to Passage and Freight apply to
 SANDER, WIELER & Co.,
 Agents,
 Princes' Buildings,
 Hongkong, 12th June, 1911. [3]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	A. E. A. Baker	P. & O. S. N. Co.	About 29th inst.
LONDON, &c. VIA RUSSAL PORTS OF CALL	ARGADIA	Brit. str.	—	S. Barclay	P. & O. S. N. Co.	On 24th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONTIA	Ger. str.	k. w.	Kotabe	HAMBURG-AMERIKA LINE	On 26th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Maass	HAMBURG-AMERIKA LINE	On 9th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	PRISGAVIA	Ger. str.	k. w.	Girtenbriun	HAMBURG-AMERIKA LINE	On 7th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINE	On 8th July.
HAVRE & HAMBURG VIA STRAITS, &c.	SPERZA	Ger. str.	k. w.	Faas	HAMBURG-AMERIKA LINE	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ARUTA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 21st inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA	Ger. str.	k. w.	Knael	HAMBURG-AMERIKA LINE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 5th July, at D'light
NAFLES, GENOA, ALGIERE, GIBRALTAR, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	On 28th inst., at 5 P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	B. COBOL	Brit. str.	—	B. Cobol	SANDER, WIELER & Co.	On 28th inst., at 2 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	DACE CASTLE	Am. str.	—	—	SHEWAN, TOMES & Co.	About 21st inst.
NEW YORK	PATHAN	Brit. str.	—	—	DODWELL & Co., LTD.	About 28th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 23rd inst., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 1st July, at 5 P.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	MEXICO MARU	Jap. str.	—	S. Tominega	OSAKA SHOSHEN KAISHA	On 27th inst., at 11 A.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	INABA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 28th inst., at 4 P.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	CHICAGO MARU	Jap. str.	—	K. Noda	OSAKA SHOSHEN KAISHA	On 12th July, at 11 A.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TAMPA MARU	Jap. str.	—	J. M. Mathie	OSAKA SHOSHEN KAISHA	On 18th July, at 4 P.M.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	LUCEBIO	Brit. str.	—	—	THE BANK LINE, LIMITED	On 30th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Brit. str.	—	W. W. Greene	PACIFIC MAIL S.S. CO.	To-day, at 1 P.M.
SAN FRANCISCO VIA KEELUNG, SHAI & JAPAN, &c.	CHINA	Brit. str.	—	Christen Smith	PACIFIC MAIL S.S. CO.	On 24th inst., at 1 P.M.
PORTLAND VIA JAPAN	CHINA	Brit. str.	—	L. Klugkist	TOYO KAISEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHINA	Brit. str.	—	M. Yagi	PORTLAND & ASIATIC S.S. CO.	On 20th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHINA	Brit. str.	—	M. Winckler	MELCHERS & Co.	To-morrow, at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	CHINA	Brit. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 4th inst., at Noon.
KOBE & YOKOHAMA	CHINA	Brit. str.	—	F. Isoko	NIPPON YUSEN KAISHA	On 22nd inst., A.M.
KOBE & YOKOHAMA	CHINA	Brit. str.	—	H. Minokuma	NIPPON YUSEN KAISHA	About 27th inst.
KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	TOYO KAISEN KAISHA	On 4th July, at Noon.
MEXICAN, PERUVIAN & CHILEAN & JAPAN	CHINA	Brit. str.	—	Rooy	JATO-CHINA-JAPAN LINE	To-morrow, at Noon.
JAPAN	CHINA	Brit. str.	—	Rooy	BUTTERFIELD & SWIRE	Quick despatch
TIENSIN	CHINA	Brit. str.	—	Rooy	JARDINE, MATHESON & Co., LD.	On 22nd inst., at 4 P.M.
TIENSIN	CHINA	Brit. str.	—	Rooy	JARDINE, MATHESON & Co., LD.	On 23rd inst., at Noon.
SHANGHAI VIA SWATOW	CHINA	Brit. str.	—	Rooy	JARDINE, MATHESON & Co., LD.	To-day, at Noon.
SHANGHAI	CHINA	Brit. str.	—	Rooy	BUTTERFIELD & SWIRE	To-morrow, at Midnight
SHANGHAI YOKOHAMA & KOBE	CHINA	Brit. str.	—	Rooy	SANDER, WIELER & Co.	To-morrow, at Noon
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	HAMBURG-AMERIKA LINE	On 19th inst.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	HAMBURG-AMERIKA LINE	On 20th inst.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	NIPPON YUSEN KAISHA	On 20th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	JARDINE, MATHESON & Co., LD.	On 21st inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	BUTTERFIELD & SWIRE	On 24th inst., at M'night
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	OLDF WIT & Co., LTD.	About 23rd July.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	MELCHERS & Co.	Quick despatch
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	JATO-CHINA-JAPAN LINE	To-morrow, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	OSAKA SHOSHEN KAISHA	On 18th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	OSAKA SHOSHEN KAISHA	On 21st inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	DOUGLAS LARPAIK & Co.	To-day, at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	DOUGLAS LARPAIK & Co.	On 20th inst., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	DOUGLAS LARPAIK & Co.	On 23rd inst., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	BUTTERFIELD & SWIRE	On 18th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	JARDINE, MATHESON & Co., LD.	To-morrow, at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	SHEWAN, TOMES & Co., LD.	On 23rd inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	SHEWAN, TOMES & Co., LD.	On 30th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	MELCHERS & Co.	End of June.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	DAVID BASSON & Co., LTD.	On 20th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	JARDINE, MATHESON & Co., LD.	On 26th inst., at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHINA	Brit. str.	—	Rooy	JATO-CHINA-JAPAN LINE	Quick despatch.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, PALMERO and YOKOHAMA	DELTA	About 22nd June	Freight only.
SHANGHAI	DELTA	About 22nd June	Freight and Passage.
LONDON via USUAL PORTS	ARCADIA	Noon, 24th June	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON	About 29th June	Freight only

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th June, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 17th June, 11 a.m.
HAIKONG	"SUNGKIANG"	On 18th June, 10 a.m.
MANILA, CEBU and LOILO	"KAIFONG"	On 20th June, 4 p.m.
TIENTSIN	"KUEIKOW"	On 22nd June, 4 p.m.
SHANGHAI	"CHIHUI"	On 22nd June, 4 p.m.
SHANGHAI	"CHENAN"	On 24th June, 11 a.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "FAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft. SHANGHAI LINE—EAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th June, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SILVIA	19th June
S.S. IELLAS	20th June
S.S. SPEZIA	1st July
S.S. SILENIA	12th July
S.S. AMERIA	23rd July
S.S. ALER	9th Aug.
S.S. SPENGLER	25th Aug.
S.S. SUBVIA	6th Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2th June, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"LOKSANG"	Friday, 16th June, Noon.
MANILA	"LOKGSANG"	Saturday, 17th June, 2 p.m.
SHANGHAI, KOBE and MOJI	"NAMSANG"	Wed. day, 21st June, Noon.
MANILA	"YUENSANG"	Saturday, 24th June, 2 p.m.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Monday, 26th June, 2 p.m.
TIENTSIN	"CHEOYSHING"	Wednesday, 28th June, Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KITSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Nientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 16th June, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING.
"HAIYAN"	Capt. J. S. Rouch	FRIDAY, 16th June, at 11 a.m.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 20th June, at 11 a.m.
"HAIMUN"	Capt. J. W. Evans	FRIDAY, 23rd June, at 11 a.m.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LARPAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th June, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, June 30th, Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, Noon.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 30th June, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
HONGKONG MARU	11,000	H. Hasekuma	SATURDAY, June 17th, Noon.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon.

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 17th June, at Noon.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	" 60-0-0, "
" LONDON	" 71-10-0, "
" "	" 120-0-0, Return 6 Months
" SALINA CRUZ or MANZANILLO	£ 125-0-0, Single
" VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, Kobe, YOKOHAMA, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	WED. DAY, 12th July, at 11 a.m.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 a.m.
	"CANADA MARU"	6,065	TUESDAY, 25th July, at 11 a.m.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcel. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING and TAKAO	"SHIBETORO MARU"	SATURDAY, 17th June, at 4 p.m.
TAMSUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 18th June, at 10 a.m.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED. DAY, 21st June, at 10 a.m.

During the two months of July and August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of:—

1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,
MANAGER

7721.

"The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PICNIC

A SMALL CASK OF

O. B.
BEER.

Fresh from the Brewery.

"Just Try It"

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
MANCHURIA	27,000	SATURDAY, 24th June, at 1 p.m.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 p.m.
KOREA	18,000	FRIDAY, 15th Aug., at 1 p.m.
SIBERIA	18,000	FRIDAY, 25th Aug., at 1 p.m.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 p.m.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 p.m.
KOREA	18,000	SATURDAY, 28th Oct., at 1 p.m.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 p.m.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 24th June, at 1 p.m.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons FRIDAY, 16th June, at 1 p.m.

PERSIA 9,000 Tons FRIDAY, 4th Aug., at 1 p.m.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 16th June, at 1 p.m.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via New York £45.

HONGKONG to SAN FRANCISCO £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

[43]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	ATSUTA MARU Capt. Wm. Thompson	9,000	WED. DAY, 21st June, at Daylight
	HITACHI MARU Capt. T. Yamawaki	7,000	WED. DAY, 5th July, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. K. Kora	7,000	SATURDAY, 15th July, from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 20th June, at 4 p.m.
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 19th July, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and REISHANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th July, at Noon
SHANGHAI, MOJI, and KOBE	KUMANO MARU Capt. M. Winckler	6,000	FRIDAY, 4th Aug., at Noon
	BINGO MARU Capt. J. S. G. Parsons	7,000	TUESDAY, 20th June, at Daylight
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope	9,000	THURSDAY, 22nd June, a.m.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Tazawa	6,000	TUESDAY, 27th June
KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler	6,000	TUESDAY, 4th July, at Noon

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1ST CLASS	\$120	\$110	\$100	\$90
2ND "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

14-40]

T. KUSUMOTO, MANAGER.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:— 16, DES VUEUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

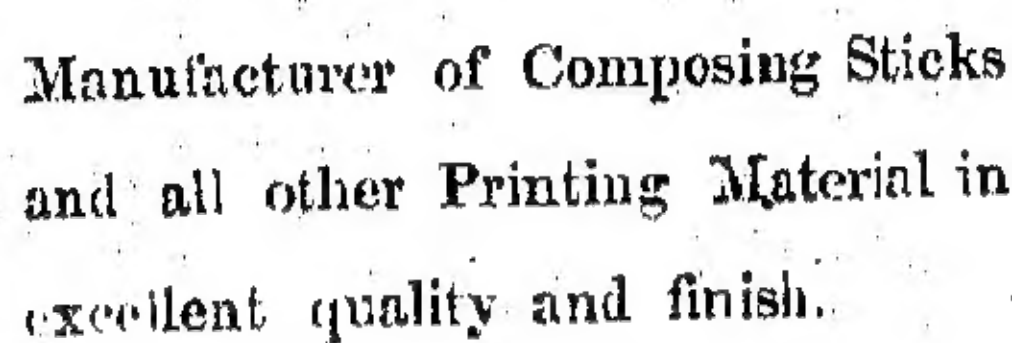
CHIEF OFFICE:—LUDGATE CIRCUS LONDON, E.C.

7571.



SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:
HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

**G. E. REINHARDT,
LEIPZIG.**



HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 96

Sole Representative for Hongkong and South China
Hugo C.A. Fromm, Hongkong.

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

SUBSIDIARY COINS.			per cent.
Chinese	20 cents pieces.....		\$6.38 discount.
Chinese	10 "		\$6.90 "
Hongkong	20 "		\$5.89 "
Hongkong	10 "		\$6.14 "

	STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	TIENSA CASH.
BANKS.		120,000	\$125		1885, sellers 1896, 10
	Hongkong & Shanghai Bank Corporation		27	£6	\$3, buyers
	National Bank of China, Limited	99,925	\$12	all	\$9.
	China Borneo Company, Limited	60,000	\$5	all	\$1.15, sales
	China Light and Power Company, Limited	50,000	\$1	all	\$7, sales
	China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10		
COTTON MILLS.					
	Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85.
	Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$4, buyers
	International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 47.
	Leou-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 57.
	Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22.
	Dairy Farm Company, Limited	40,000	\$7½	\$6	\$24, buyers
DOCKS AND WHARVES.					
	H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$48, buyers
	Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$53½, buyers
	New Amoy Dock Co., Limited	10,000	\$6½	all	\$7½, buyers
	Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 62.
	Shanghai and Kowloon Wharf Co., Ltd.	56,000	Tls. 100	all	Tls. 85½.
	Green Island Cement Co., Limited	18,000	\$25	all	\$4½.
	Hongkong and China Gas Co., Limited	400,000	\$10	all	\$3.20, sellers
	Hongkong Electric Co., Limited	7,000	\$10	all	\$19½.
	Hongkong Hotel Company, Limited	6,000	\$10	all	\$11½, sales
	Manila Metropolitan Hotel Limited	12,000	\$50	\$25	\$75, sales
	Hongkong Ice Company, Limited	8,000	\$10	all	\$11, sellers
	Hongkong Rope Manufacturing Co., Limited	15,600	Pa. 10	all	\$180, sellers
	H'kong & South China Steam Fisheries Co., Ltd.	50,000	\$10	all	\$17, buyers
INSURANCES.					
	Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180.
	China Fire Insurance Co., Limited	20,000	\$100	\$20	\$119.
	China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$106.
	Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$327½, buyers
	North-China Insurance Co., Limited	10,500	\$215	\$25	Tls. 155, buyers
	Union Insurance Society, Limited	12,400	\$250	\$100	\$312, buyers
	Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230, at Ex 75 sales
LANDS AND BUILDINGS.					
	Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$93½, buyers
	Humphreys' Estate and Finance Co., Ltd.	160,000	\$50	all	\$62, sales
	Kowloon Land and Building Co., Ltd.	6,000	\$30	\$30	\$25, buyers
	Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94.
	West Point Building Co., Limited	12,500	\$50	all	\$47.
MINING.					
	Société Française des Charb'ges du Tonkin	50,000	Pa. 250	all	\$700.
	Barr Australasian Gold Mining Co., Ltd.	200,000	\$1	all	\$2, sellers
	Peak Tramways Co., Limited	25,000	\$10	all	\$12½.
	Philippine Co., Limited	50,000	\$10	\$1	\$5, buyers
	REFINERIES.	75,000	\$10	all	\$5, buyers
	China Sugar Refining Co., Limited	20,000	\$100	all	\$72½, buyers
	Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$19, buyers
STEAMSHIP COMPANIES.					
	China and Malacca Steamship Co., Ltd.	30,000	\$25	all	\$11, sales & sel.
	Douglas Steamship Co., Limited	20,000	\$50	all	\$19.
	Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$30½, buyers
	Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 ord.	\$25	all	66. sol. / £16.10
	Shell Transport & Trading Co., Limited.	2,000,000	\$1	all	\$24½.
	Star Ferry Company, Limited	10,000	\$10	\$5	\$0/ sellers
	South China Morning Post, Limited	10,000	\$10	all	\$15½.
	Steam Laundry Company, Limited	6,000	\$25	all	\$25.
TREASURY AND DISPENSARIES.					
	Campbell, Moore & Co., Limited	20,000	\$5	all	\$64.
	Wm. Forth, Limited	1,200	\$10	all	\$9, buyers
	Weichin, Limited	10,000	\$10	all	\$5, sales
	A. S. Watson & Co., Limited	90,000	\$10	all	\$5, ex div.
	Weismann, Limited	3,000	\$10	all	\$12, buyers
	H. Price & Co., Ltd.	15,000	\$10	\$4	\$10.
	United Asbestos Oriental Agency, Limited.	9,900 ord. 100,000	\$10 \$10	all	\$350. \$6½.

TELEPHONE 358, 14, DES VŒUX ROAD CENTRAL. [37]

FROM ALL TOBACCONISTS.



12, QUEEN'S ROAD, CENTRAL,
HONGKONG.

Vueux Road Central, Victoria, Hongkong

DEMAN KEMP for the Concerned at 10A Des
London Office 131 Fleet Street E.C.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A Des
Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street E.C.